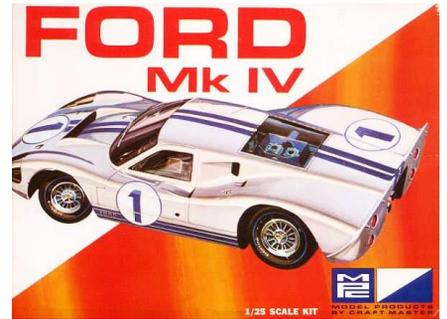
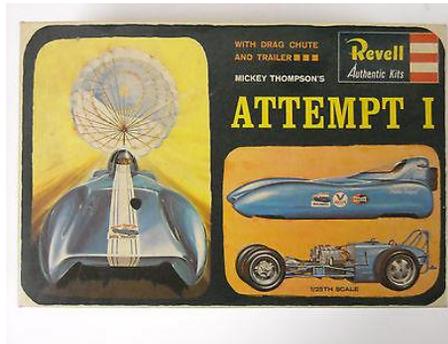
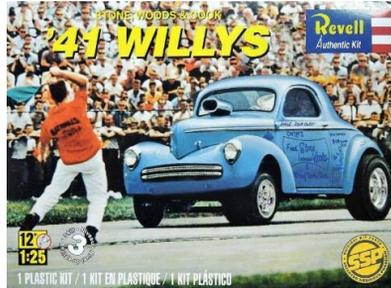
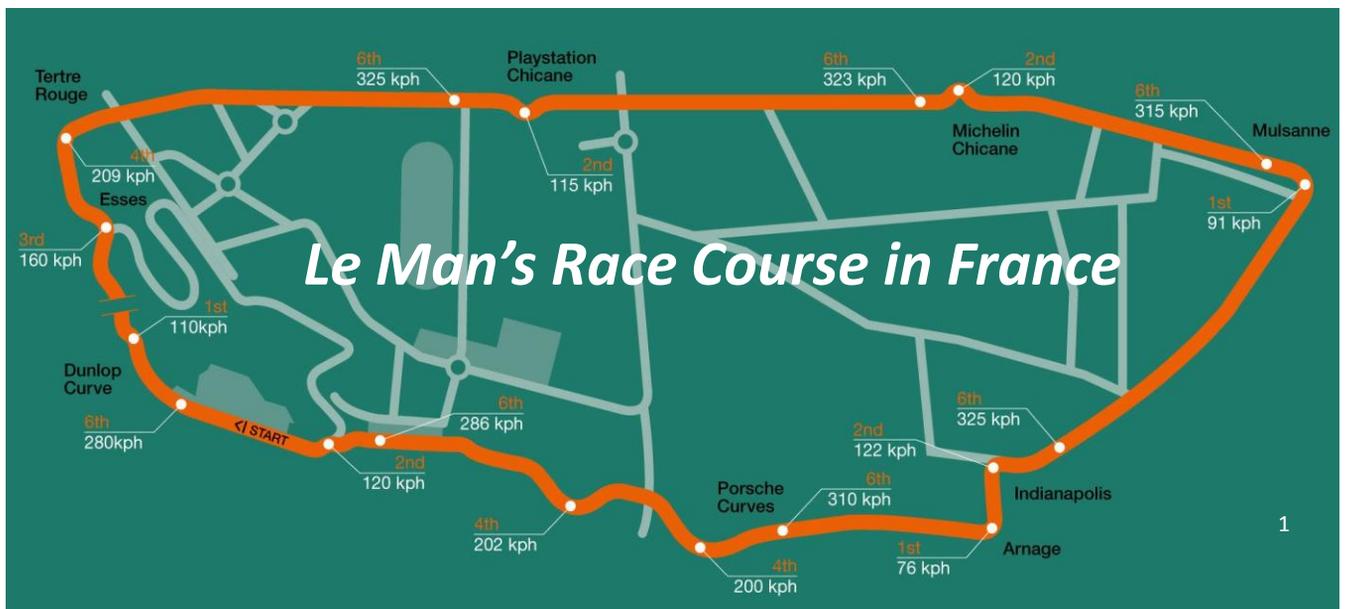




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This Month's Contest Theme is "RACING!"





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Jack Mugan
President

A. J. Kwan
Vice Pres &
Associate
Newsletter
Editor

Frank Ahern
Secretary

Bruce Doyle
Historian

Paul Bennett
Photographer

Tracy Palmer
Webmaster

Bill Winter
Treasurer
Newsletter
Editor

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Next meeting:

**Tuesday, May 15 at: 6:30 PM; at Oak Hall Library
8009 SW 14th Ave Gainesville FL**

(See the map page near the end of the newsletter)

***Hot off the presses: Ed Ingersoll won 2 GOLDS at the
April Melbourne IPMS contest. Congratulations Ed!***



1:35 Scale



1:72 Scale

Table of Contents

Pres Sez	3	Bill's Column	21
Meeting minutes	4	Tri-Color Paint Review	25
Mexican Road Race	5	Show and Tell	26
Kit Review – A-10	8	Faces	29
Chasing Pylons	11	Odds and Ends	31
Paul's Toolbox	11	Secretary's page	32
Fiddly Bits	15	IPMS/USA Region 11 Calendar	33
Hollywood Heroes	17	IPMS Membership	34
Interclub Contest	18	Directions to meeting	35
		Wild Paint	36

Prez Sez.....

By Jack Mugan

Contest time again. I hope you have gotten your project for the semi-annual contest done in time.

I told you the deadline would get here faster than you think.

This is a special month for me this year as I now cross over the 80-year mark. Holy cow, that is eight decades! How can that length of time get here so quick?

Lots has happened throughout the years, but it got me thinking about how I'm still active in my hobby and how much this hobby has meant to me over the years. I have seen the hobby go through many changes as well as changes in my life throughout this time span. In spite of those changes I have managed to take my hobby with me through all the moves to various states, through raising a family and through good times and bad. It helps that my wife was willing to put up with my hobby as well, though she thought it was obsessive at times, but at least it kept me home.

No matter where my jobs have taken me I was able to find a club to join, except my time in Little Rock Arkansas, but I kept on building nonetheless. Now in retirement I belong to four model clubs and continue to love this hobby. You might ask why, and I will tell you because I have made many life-long friends through this hobby and that is the best part. You do not have to be a world-class modeler to meet new friends who share the love of this hobby and you will stay connected no matter where life takes you.



There were some rule changes made in the club drawing that are explained elsewhere in this newsletter by our Vice President AJ. We have made these changes in an effort to try to balance out the distribution of the prizes.

The coffee mug project went on the back burner and was replaced with a new tee shirt project. This new direction is an attempt to help promote our club brand by offering a basic club tee shirt when a new member renews their membership. The member will have the option to upgrade to a polo shirt with additional embroidery but must pay the difference in cost. Members are encouraged to wear their shirts at all club functions as well as Regional and National contests. If you do not currently own a club shirt and would like to order one, contact AJ and he will help you out.

We will have a full agenda at the next meeting with the semi-annual contest, a talk from Frank Ahern and a slide show from Bill and Ed, plus the usual show and tell and the kit drawings. See you there.



Meeting Minutes – March 20, 2018

By Frank Ahern



President Jack Mugan opened the meeting at 6:40pm and welcomed 16 members and three guests – Don Billups of the Ocala club and Doug Spinney, a friend of Bill Winter, and Doug's wife Tina. He opened with a discussion of the club auction and inter-club model contest, which took place last month. There was general agreement that both events were very successful. Ed Ingersoll was congratulated for his winning entry in the first inter-club contest. Treasurer Bill Winter announced that the proceeds of the auction amounted to nearly \$1200, which will be used to support club activities.

Tracy Palmer reported that he had received information indicating that Revell USA had closed its doors permanently last week. He said that Revell Germany will continue to function and take over most of the inventory of Revell USA.

Errol Whisler gave a presentation on the results of his research into the possible purchase of coffee mugs for the club. Different styles and price options were discussed with a goal of making a decision in the near future.

Vice President AJ Kwan told club members that he would send an email with prices and style option for club shirts, which are available through LogoKick, sports apparel store.

Mike Martinez announced that he would be making new ID cards for members. New photos for the cards will be taken at next months meeting.



Ed Ingersoll said that he had contacted IPMS and secured a club sponsorship for a judging category at the next national show in August. The category is Civilian Racing Aircraft 1/48th scale, chosen to honor the modeling interest of our President.

Chuck Lassiter (below left) opened the show & tell presentation with a demonstration of his idea of turning a set of feeler gauges into thin saw blades by using a Dremel tool to create a cutting edge on the gauges.



The monthly raffle was held and Ed Ingersoll won the raffle for those who brought a model. He chose an Israeli tank (the Ti67). Jack Mugan won the attendance raffle and he selected a 1/700 scale ship model.

Bill Winter gave a PowerPoint presentation on the M4 Sherman tank and its many variants. This concluded the meeting at 8:30.



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The Great Mexican Road Race



By Frank Ahern



Once upon a time in America, in the heady and euphoric days after WW2, an ambitious young man from Portland could go and plunk down \$1900, buy a new Oldsmobile, drive off to Mexico and win an international road race.

The young man was Hershel McGriff, an aspiring stock car driver who learned his trade by wrestling logging trucks through the mountains of Oregon starting as a 14-year-old boy.

The race was the inaugural Carrera PanAmericana staged by the Mexican government to celebrate the opening of the Pan American highway in 1950.

The idea that you could jump in a family sedan, pay an entry fee, and take off on a 2100-mile road race through an under-developed country seems unbelievable from our liability-paranoid, risk-averse perspective today. But it did happen, and it was staged yearly for five years, gaining the deserved reputation as the most dangerous road race in the world.



As usual, my modeling interest in the race came out of panic - caused by Jack Muga's selection of "racing" as the next theme of our bi-annual club contest. I vaguely recalled seeing some unusual decals in a kit of a 1950 Olds coupe that I bought quite a while ago. I bought it in a nostalgic mood, remembering as a teenager in the car-crazy 50's reading JC Whitney catalogs and dreaming of buying a 50 Olds. The Rocket 88 is widely considered to be the first Detroit muscle car. It combined a relatively light chassis with a powerful V-8, making it the hot-rodder's choice. I never got one in 1/1 scale, but it was one of the first car kits I bought when I got back into the hobby.

The Great Mexican Road Race (continued)

My goal now was clear, to transform my kit into a replica of the car that Hershel McGriff used to stun the racing world in 1950. The decals were a unique element, chosen by McGriff to honor his hometown of Portland, known as the “City of Roses”. The other unique element was the car’s color, described by Oldsmobile as cream. I guess cream was darker in those days, but the closest I could come was a Model Master rattle can called Modern Desert Sand (#1963). I’m not sure how sand can be considered modern, but I’ve always been confused by colors and color names.



I’ve also not had great success as a car modeler. Painting is not my strong suit, and there is no way to produce a good car model without a good paint job. Another major struggle has been putting in the windows, which never seem to fit well. But after a little soul searching, I had to admit that the real problem was my attitude. I always considered myself an airplane guy and put car modeling in a lesser category. I just didn’t give the same effort and time to my car models. Predictably, the results have reflected that attitude.

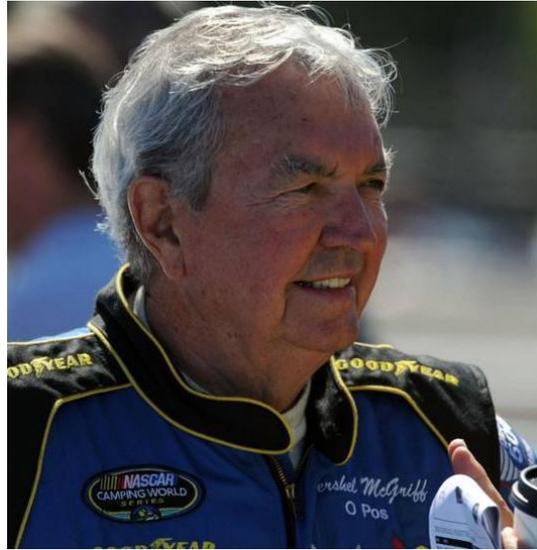


What makes this even more puzzling is that I like cars. I work on my own cars and like to go to car shows. Hopefully this model will be the beginning of a new era in my modeling career. I’ve always loved the cars of the 50’s – the bold styling, the abundance of chrome. I’m already making a mental list of cars from that decade I want to build.

For Hershel McGriff winning the first Carrera PanAmericana at age 22 opened the door to a successful career as a stock car driver. The founder of NASCAR, Bill France, who also drove a car in the Mexican race, recruited him as one of the leading drivers for his new racing group. He might have become one of the all-time greats, but took a 12-year hiatus beginning in 1957 to raise his family and start a lumber company.

The Great Mexican Road Race (continued)

McGriff was inducted into the Motorsports Hall of Fame in 2006 and is currently a nominee for the NASCAR Hall of Fame. He now has the distinction of being the oldest man to ever compete in a



sanctioned NASCAR event. On May 5, 2018, at age 90, he drove in a race at the Tucson Raceway in Arizona.

To think it all started - once upon a time in America.



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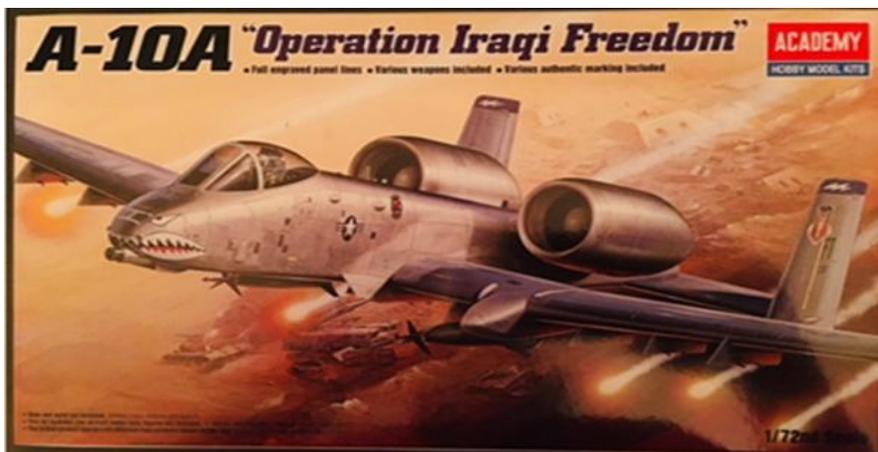


Kit Review: 1/72 A-10A Operation Iraqi Freedom by Academy



By: Errol Whisler

I wrote a research report on the A-10 when I was in middle school and since then it has been one of my favorite planes of the jet age. What's not to like about a plane designed around a cannon capable of firing 4200 rounds of 30 mm depleted uranium slugs per minute? So, when I got this kit from my daughter for Christmas, it kind of took me back in time. She asked me if I liked that plane and I started to tell her about my book report and little details about what I knew about the A-10 ... she was a good sport listening to my tale but an A-10 is not nearly as interesting as the Kardashians...



The kit comes on eight sprues molded in sturdy gray plastic with little to no flash. There is a good amount of detail: recessed panel lines, a sizeable range of weaponry from dumb and laser guided bombs to Maverick missiles. Nicely detailed under carriage, tires and pilot ladder. However, no pilot. We'll get to that later.

Also included are water slide decals for 2 different schemes, one of which is Capt. Kim Campbell of the 75th FS/23rd Wing. Captain Campbell became one of 3 pilots who have flown and landed an A-10 in manual reversion mode. In 2003, while flying a sortie over Baghdad, enemy anti-aircraft fire knocked out her A-10's hydraulic systems. After regaining control of the aircraft, she nursed her hobbled plane for over an hour, before successfully landing in friendly territory. Since this was a gift from my daughter, I decided to build the Campbell version sans battle damage.

The cockpit is somewhat lean on detail but decals are provided to compensate for that. The cockpit comes in six pieces that fit snugly in the fuselage halves. I wanted my A-10 in flight and as mentioned above, the kit does not come with a pilot. Thankfully, Bill Winter was kind enough to donate a 1/72 pilot to my cause. I really didn't want an A-10 'drone' flying on my book shelf. shelf.

Kit Review: 1/72 A-10A Operation Iraqi Freedom by Academy (continued)

A less than expected amount of seam/gap filling and sanding was necessary to complete this project. The fuselage halves and the wing roots required only a nominal amount of filling and sanding. However, the coupling of the engine nacelle to the fuselage was simple enough but raised detail on the nacelle would have made sanding difficult. I had been researching different techniques on filling gaps. One that I found used masking tape to frame the seam to be filled. This technique greatly reduced the amount of putty on model and really saves on the amount of sanding and re-scribing needed. It was a great help around the raised detail on the engine nacelle.

Since this A-10 was to be in flight, the nicely detailed landing gear and ladder were sent to the spare parts bin and the build began in earnest. The landing gear doors were not designed to be closed so I had to shave off the pins and tabs to attempt to piece them together in a closed position. I ended up filling the landing gear bays with Scotch Mounting Putty which I have found to be a very useful tool for masking, removing liquid mask, holding parts and now apparently filling in landing gear wells. The landing gear doors required some engineering and gap filling but ultimately it came together.

The canopy was also designed to be in an open position. However, in the closed position there was a small gap that I filled in with white glue and touched up with a brush. The weaponry was the most challenging part of the build. The hard points had pins to align and affix to the wings and belly of the aircraft. However, the racks and bombs/missiles themselves were not as friendly or easy to mount to the racks and then mount the racks to the hard points. There are indentions on the bombs and missiles, however due to their size the tabs on the racks, they were very difficult to glue in place . . . then attempt to attach to the hard points without them falling over onto the belly of the plane. Several attempts and paint fixes later, I was on the verge of scrapping the ordinance but with one last touch of the glue brush and a deep breath the ordinance was finally mounted.



Then instructions included a paint guide and illustrations of the paint schemes. I used Vallejo light and dark ghost greys although I did lighten up the dark ghost grey with a drop or two of white. The research photos that I found on the internet did not seem to be show such a stark contrast between the two colors which is why I lightened it up a shade. The transition from the light to dark on the paint scheme was not a hard line so I free handed the transition of the Light Ghost Grey over the leading edge of the wing and back to the engines with my air brush set on 15 psi setting. I also free handed the transition on the engine cowlings.

Kit Review: 1/72 A-10A Operation Iraqi Freedom by Academy (continued)

A few quick coats of Johnson's multi-surface floor care, and then several hours to apply all the little decals (31 decals on the upper surfaces alone). It was time consuming but I think it added some good additional detail.

I applied a panel wash and pastels to weather it all in and sealed with Model Masters Acryl flat finish.



This was a fun build (exception given to the ordinance) with very good detail in my opinion. The kit is currently available at Hobby Lobby for \$17.99 (before the 40% off weekly coupon) so it's also a good value. There are lots of reference photos available on the internet in a variety of paint schemes if you don't want the USAF grey scheme. No matter what scheme you choose you'll have a good time building the A-10 that will look good on your shelf.



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Chasing Pylons

By Jack Mugan

Darryl Greenamyer donated this aircraft to the Smithsonian Museum in 1977. I first laid eyes on it at the Silver Hills storage facility and I have wanted to build it as a model ever since. Today you can see this historical aircraft up close and personal at the museum at Dulles airport in Washington D.C..(Photo below left)



This aircraft, a Grumman F8F-2 Bearcat, was known for most of it's racing life as Conquest 1, best known for breaking a 30 year old speed record for piston-engine aircraft set by a German Messerschmitt Me-209.(Photo above right) You can see the story of this accomplishment at <https://www.youtube.com/watch?v=Hu6degk7rh8> . Conquest I, weighs 6,000 pounds, has eight feet clipped off its wings, the oversize prop of a Douglas Skyraider and a massive 3,200-hp engine. What most people do not know is Darryl also won the National Air Races 6 times with this plane. (Photo below)



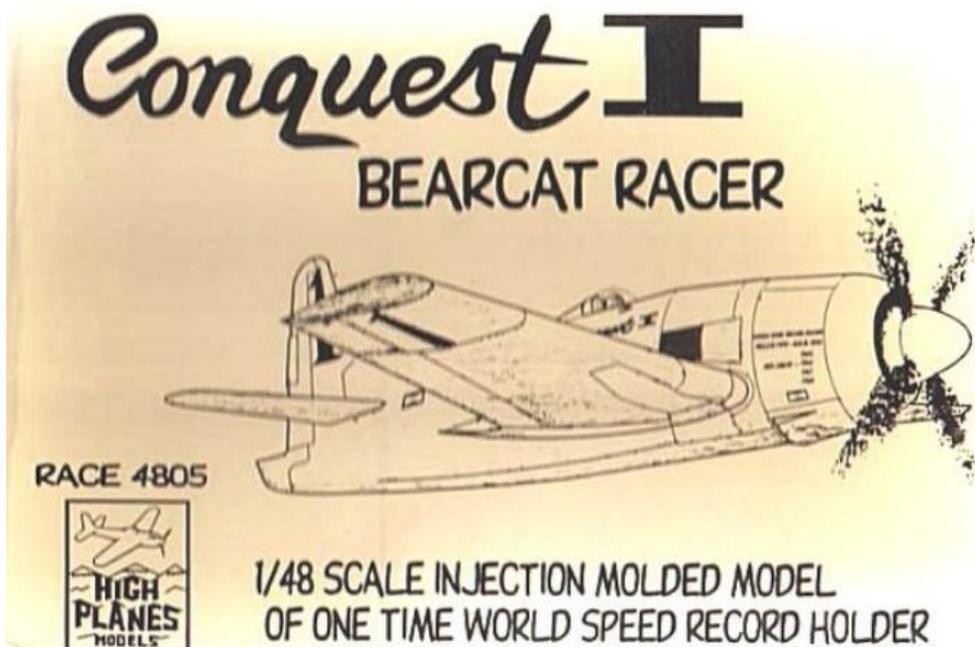
This Bearcat was more modified than other racers in the early days of Reno, which allowed Greenamyer not to stress the engine to achieve his wins. Eventually, the other racers found ways to

Chasing Pylons (continued)

modify their planes as well and became more competitive. Throughout it's racing days the Bearcat wore several schemes eventually finishing it's career in the distinctive overall yellow with the hawk graphics. (3 photos below)



Back in the early nineties a new model company called High Planes Models from Australia appeared on the model scene producing limited run kits of racing aircraft, mostly in 72nd scale, but a few were done in 48th scale. (Photo below) Needless to say this got my attention right away and in no time at all my



Chasing Pylons (continued)

money was on the way. When my first kit arrived I admit I was a bit disappointed in the quality. Surprisingly, with a little effort, the kit cleaned up nicely and in the end I was happy with the results. My first kit was the Conquest 1 and now I am doing the last of the schemes for this Bearcat. (Photo 6)



The first thing I noticed when starting this kit was that the cowl was really a mess. I looked on line for a replacement cowl without success, but I did have a Hawk kit of the Bearcat, and to my amazement, the cowl was a very good fit....problem solved. I decided to forego the cockpit interior because the small bubble canopy did not allow you to see anything, so why make the effort?(Photo right)



I had a little problem trying to hit the right shade of yellow and ended up repainting it twice and finely settled on Tamiya Yellow (Photo below).



The decals went on without any problems. I did a custom color mix for the prop color and used Alclad Chrome for the spinner. (3 photos below)



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From Paul's Toolbox: "Pocket Ref", volume 4, by Thomas J. Clover

By Paul Bennett



Now this is a very interesting and useful compendium of information. In an 864 page book measuring only 3.75 inches by 5.375" and 1 inch thick, all kinds of useful information may be found.

It contains, among other things, first aid tables, trigonometric functions, log e, geometric formula, electronic formula, American military insignia information for all branches, and more. Working on your car and need general information on automotive wiring specs? It's there. Wondering if you have the right bolt for an application and looking at the head of the bolt? It's there, along with hole sizes. Weather information, map symbols and examples of clouds? Yep.

Paint, thinners, and adhesives? Yep. Geology, yep, including how big a bang a volcano, or asteroid can make. The clothing size conversions between U.S. and other nations? Uh Huh. Braille, American Sign language? All in black and white. The phonetic alphabet and Morse code. How about a calendar going to 2040?

Now you have a general idea so let's delve into some info useful directly for modelers. So you need to drill a small hole to feed a wire through on that model? How about a table of American Wire Gauge to hole size. For that matter, and has happened to me, you are building a kit and it calls on you to drill a (very) small hole and the size is not given in the numeric designation but in decimal or fractional inches or in the metric system? It is in the book and I have used it. The reverse is true, diameter versus drill number is there. For that matter, for screws and bolts you can look up the size hole you need to drill.

I have used the trig tables. Pythagorean formulas are great when you are dealing with a right triangle (A squared plus B squared equals C squared where C is the hypotenuse.) If not, then you are dealing with trig functions.

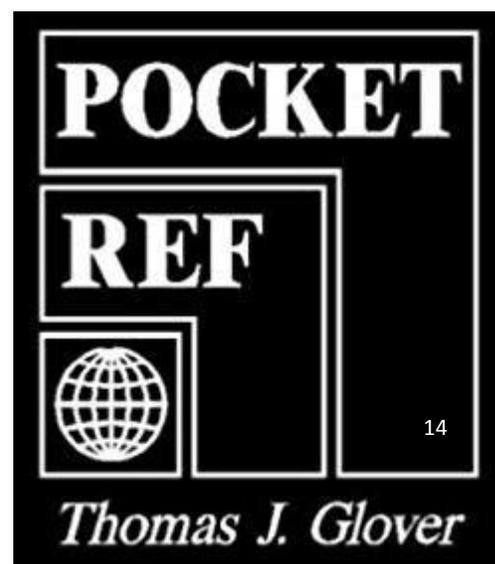
Speaking of tables, the book also has a very detailed set of conversion tables covering 53 pages that allow you to convert not only between English and Metric (and within) but other areas as well. I've used them when figuring out quantities of molding materials for making castings.

Let's say you are building a diorama with a railroad roadbed or just a road and the info you have is in either degrees, or in percent grade? The tables are available that allow you to convert between the two. (Very useful for model railroaders.)

Also, if you are dealing with wiring and electricity, there are tables on resistance loss and current limits per wire size. If you are new to electronics, there are capacitor and resistor color codes.

Very useful little book! Yes, I know there is the web, computers, and smartphones. Which are great, if you can connect to the web. And, more important, know how to phrase the question and sort through the answers. (And your battery has not just died.)

This little book, though, is always there and while some information may change (area codes, exchange rates, transient tidbits) there is an overwhelming amount of information that does not vary.



Fiddly Bits - Decals Part Two & Props

By Stretch Sprueman, IPMS# 5P-38L-1

YELLOWED DECALS: I say go ahead and use them, especially if your model is a colorful one, i.e. not white. Taping decals to the window to have the sunlight bleach them out is a waste of time, in my opinion (tried it, didn't work- not even here in the Sunshine State!). The decals I used for my HAWK kit of the XF-92 were yellowed so I figured I'd use them on the stand (which by-the-way I painted white). If I didn't tell you they were yellowed, you'd probably never notice. Also the same goes for the AIRLINE kit's decals I used of the Fairey Delta 2 which I painted overall silver- can't tell. The serial numbers under the wing look okay. Not perfect - they're 60 years old!- but beyond passable.



Think about it for a moment: the yellowing is not opaque yellow ink but rather microscopic dis-coloration of the carrier film. It blends in and fades away on the model 99% of the time. If you are still concerned, brush a little topcoat of paint over the area that bothers you....or drink some elderberry wine - your choice. Better yet - get some aftermarket decal sheets (much better option). To me yellowing is the least of the problems with older decals.

PROPS: Now that your classic FROG P-38 model is painted and decaled you jump up from your workbench and "fly" it around your man cave, making the appropriate sounds as you buzz around the room (hopefully nobody is watching!). Or if maturity of immobility compels you to just sit and blow on the prop- which way should they turn?



Fiddly Bits - Decals part two; Props

My dear friend- and a 3 time visitor to the two clubs - the late Joe Forster, gave me this tip (pun intended): "Tip-to-Tip". They rotate from the tip of the prop toward the tip of the wing. This gave the P-38 the dogfighting advantage of not having to deal with torque when the pilot advanced the throttles- the opposite rotation of the two engines cancelled each other out.



With apologies to Rodney Dangerfield: "The P-38 gets no respect!" Three of the Army Air Force's top five aces in WWII- including the top two (Bong & McGuire)- were P-38 pilots. And yet the Lightning- it seems to me- gets "no respect" from us modelers. Count the number of Spitfire or Mustang models entered at regionals and nationals (even our own two clubs) versus the P-38: 10 to 1?... 20 to 1?

Same goes for Corsair models compared to the miniscule number of Hellcat models I've seen at shows. And, oh-by-the-way: the Grumman F6F Hellcat created more WWII aces (311) than any other American fighter plane! "It gets no Respect" either!&\$#!



I'll climb down off my soapbox now, and end this screed appropriately with the way Joe would always sign off his letters to me.....stay tuned.

ONE LAST WORD ON DECALS: Many of the model kits we acquire these days come from the secondary market: online, swap-meets, conventions, our auction, etc. Most have had their protective wrapping removed by the previous owner, and therefore at bare minimum tuck the decal sheets into the instructions. Or better yet: put the clear parts- to keep them from being scratched- and the decals into a Ziploc bag. This should go a long way in keeping both in good condition for future use.

Hollywood Heroes



By Frank Ahern

This continuing feature is designed to showcase the often-unpublicized military service of many of the entertainment icons of the previous generation who served their country without complaint or protest.

Steve McQueen

Not all Hollywood Heroes traveled a straight and narrow path in their military careers. After a tumultuous childhood, Steve McQueen enlisted in the Marine Corps in 1947. His bad attitude and a 2-week AWOL period landed him in the brig for 41 days. He came out with a new outlook and re-joined his armor unit headed for training in the Arctic. The ship McQueen had boarded hit a sandbank, which threw several tanks and their crews into the water. Many drowned immediately, unable to get out of their tanks, but McQueen jumped in and saved the lives of five men. In recognition of his actions, he was chosen to be part of the Honor Guard protecting President Harry Truman's yacht. Corporal McQueen stayed with the Marines until 1950 when he was honorably discharged.



Steve McQueen

The leading action-movie star of the 19-60's, McQueen's roles in the western The Magnificent Seven and the WW2 POW drama The Great Escape (my favorite) propelled him to the top of the charts. He received an Oscar nomination for his role as a rebellious sailor in The Sand Pebbles followed by a huge box-office hit - Bullitt. He died in 1980.



Stories – These are the stories of the models that competed in the Interclub contest on March 24, 2018 (the last 2 stories)

Dan Murtz's story:

NOTHING IS IMPOSSIBLE

Date: Late April 1945

Location: Berlin, Germany

As the allies push the last of Hitler's Wehrmacht deeper into Germany from both the east and the west, plans that were made in late 1944, are being put into action. A small, nondescript single engine civilian aircraft is approaching a calm lake in the Berlin city park, not far from the "Fuhrer" bunker. Coded messages have been sent to Field Marshall Schoerner, on Germany's southern front and also to Admiral Doenitz commander of the German Navy, to make ready "Operation Silver Bird." The last remaining supply of aviation fuel is loaded on trucks to be positioned at designated small lakes, on a southern flight plan towards the Adriatic Sea. Admiral Doenitz has gathered the last remaining U-boats, and has given the captains their coordinates and times to surface. As the U-boats are being loaded with 50-gallon drums of aviation fuel, "Operation Silver Bird" is about to begin.

At the Berlin Lake, pilot and co-pilot make ready to take to the early morning air, as two figures are quickly helped aboard the aircraft.

The flight plan, put together in 1944, will take the crew and passengers south through southern Germany, Austria, and Italy, to the Adriatic Sea. Once the aircraft reaches the Adriatic, the flotilla of U-boats will take over the fueling of the aircraft. The U-boats will be stationed along the backbone of Italy, then throughout the Mediterranean, all the way to Gibraltar.



Stories from the Interclub contest

Dan Murtz's story: (continued)

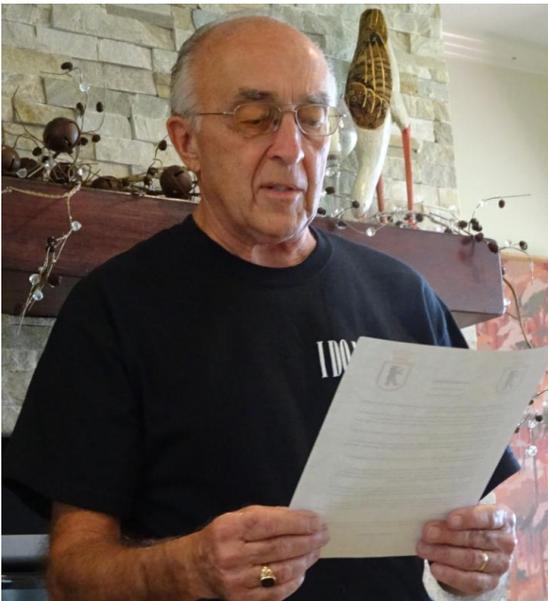
Once the aircraft is out into the South Atlantic, it will be met by a German "Raider", camouflaged as an Argentine freighter, where maintenance will be performed for the long flight to South America. The U-boats will be at their designated positions, for aircraft refueling, on the flight path to South America.

Days later, a tired and dirty aircraft, makes its way up the Rio De La Plata river, in a remote area of Argentina. The two passengers are met by a German speaking guide and taken away to the sparsely settled interior. As instructed the pilot and co-pilot are to take the aircraft out to deep water and sink it.

AND LIFE GOES ON_____

Is it possible that the two bodies that the Russians found burning outside the "Fuhrer" bunker, in May 1945, are really one of the many doubles for Adolph Hitler and his mistress, Eva Braun?

NOTHING IS IMPOSSIBLE!



Dan Murtz reads his story and shows his work.

A similar F.13 floatplane on a lake.



Stories from the Interclub contest

Jim Gourgues "What If":

Germany and the United States have some of the most innovative air craft designers going. But Russia, not to be left out, has started combining old and new air craft to come up with some interesting hybrids. Case in point is their newest bomber.



This craft is a cross between their top of the line attack helicopter the Mil Mi-24D Hind, and the WW II bomber the B-17 Flying Fortress of the USA. To cut operating cost they took the technology of the Hind, and the savings of using tried and tested air frames, along with new power sources. After the Russian Military has established air superiority, then this new bomber will come in and destroy the ground threat. It is still in the experimental stages, but they hold high hopes this bold move will help bolster their waning economy, and give a shot in the arm to the Russian Military. The air craft's first test flight was about five years ago. The following flights show promise, but there are still bugs to work out, with state funding being the biggest one.



The official name and title of this new Russian Bomber is: [BM-27 Flying Hinne](#).

Bill's Column

By Bill Winter

At the April meeting during my presentation on M4 tanks (or as proclaimed by the British: “Sherman tanks”), Tracy asked when the 76 mm-gunned Shermans were used in combat. I love questions (*especially when I don't know the answer*) because this drives me to research the topic. So this is what I found:

From “Sherman in action” by Bruce Culver, 1977 squadron/signal publications: The 76 mm gun was a 53 caliber gun ((L/53; caliber is the ratio of length of the gun to the diameter of the projectile). Caliber by itself is the size of the projectile. The 76 mm guns (actually 76.2 mm bore) were only placed on U.S. M4A1 and M4A3 tanks. M4s were not equipped with 76 mm guns but instead some were equipped with 105 mm howitzers. M4A2s were reserved for lend lease (although one wonders: “What about the marines?”). M4A4s were not mentioned regarding 76 mm guns.

From Jan 1944 to June 1945, the Pressed Steel Car Co. built 3,396 M4A1 (76 mm, wet) tanks. “Wet” means that the ammunition was stored in containers that contained glycerol to reduce the risk of fire and explosion if the tank is hit. These M4A1's were VVSS and HVSS models but the numbers of each were not recorded. “Two (other) plants” (not otherwise specified) produced 1,925 VVSS M4A3 (76 mm, wet) tanks from March 1944 to December 1944.

The 76 mm guns were placed in the T23 turret which had been planned for the T20 line of tanks that was not produced. The T23 turret was larger with a different, wider horizontally-enlarged mantlet. Because of the increased weight of 5%, extended end connectors were added to the tracks. In addition to standard ammunition for the 76 mm gun (firing at 2600 feet per second), a special tungsten core APCR [Armour Piercing Composite Rigid (APCR)] round was provided to M18 Hellcats which used the same 76 mm gun. This ammunition was more effective against WWII German Panthers and Tigers.

APC itself stands for “Armor Piercing, Capped.”



M4A1 (76, W)



Other interesting M4s:

From: <http://www.tanks-encyclopedia.com/ww2/US/m4a3e2-jumbo-assault-tank>: In early 1944, the United States Army decided that they needed an up-armored version of a medium tank for an assault role for the upcoming operations in the European Theatre of Operations (ETO). However, they had rejected previous plans for such a vehicle, and time was short. As the new T26E1 would not be ready in time and previous designs had been totally unsuitable for the task, the decision was made to modify the standard US Army medium tank of the time, the M4A3 Sherman.

The vehicle became the **M4A3E2 Assault tank or Sherman Jumbo**. “E” standard for experimental. The US Government trusted Fisher to do the development work to the standard required without the need for the normal and rather time-consuming testing regime and this allowed the “E” to be used in the name of the tank.



With only 254 built, it represented less than 1% of the total build numbers for the M4. However, it's iconic profile left a lasting image that is probably one of the most easily recognized M4 variants.

It should be noted at this point that the name ‘Jumbo’ doesn't appear in any wartime documentation and is almost certainly a post-war nickname, quite possibly created by a model company.



Apparently some M4A3E2s were equipped with 76 mm guns as depicted in this drawing (Legend: “M4A3E2(76) Jumbo from the 37th Tank Battalion, 4th Armored Division, Alez, Germany, March 1945”).

The most famous “jumbo” was “Cobra King.” On December 26, 1944 this was the first tank into Bastogne from Patton's Third Army. Bastogne, the vital crossroads town at the center of the fighting during the Battle of the Bulge, was under siege by German forces.



Note that Cobra King had a 76 mm gun.



Other interesting M4s:

So what is an M4A3E3? (from: <http://www.theshermantank.com/category/tank/>)

One effort was aimed at replacing standard shift transmissions with automatic, or semi-automatic transmissions. *"The [i] Spicer 95, [ii] General Motors 3030B Torquomatic, and [iii] the Model 900T were all considered for use in the Sherman. The Spicer unit was in testing as the war ended. The 3030B was discontinued by GM before it could be tested. This was the transmission used in the T20 and T20E3. The 3030Bs replacement was the 900T, but it was in high demand from the M18 Hellcat program. They went back and used Spicer 95s to test the concept. By mid-1944 GM was able to more than handle demand from the M18 program and was able to furnish test transmissions. Two M4A3 tanks were modified and re-designated M4A3E3. They were then sent to Aberdeen Proving Ground for testing against the Spicer 95 equipped M4A1E3 and M4A3E1 from the early tests. The tests were promising, but the end of the war and the cross drive transmission in the works really killed this one off."*

So what is an M4A3E8?



Such tanks were M4A3s equipped with HVSS suspension. The legend for the drawing is as follows: *"Colonel Creighton Abrams' "Thunderbolt VII" and his famous personal insignia, Horazdovice, May 1945. This vehicle was a prime example of a Field Expedient Jumbo, being an Easy Eight with added armor."*

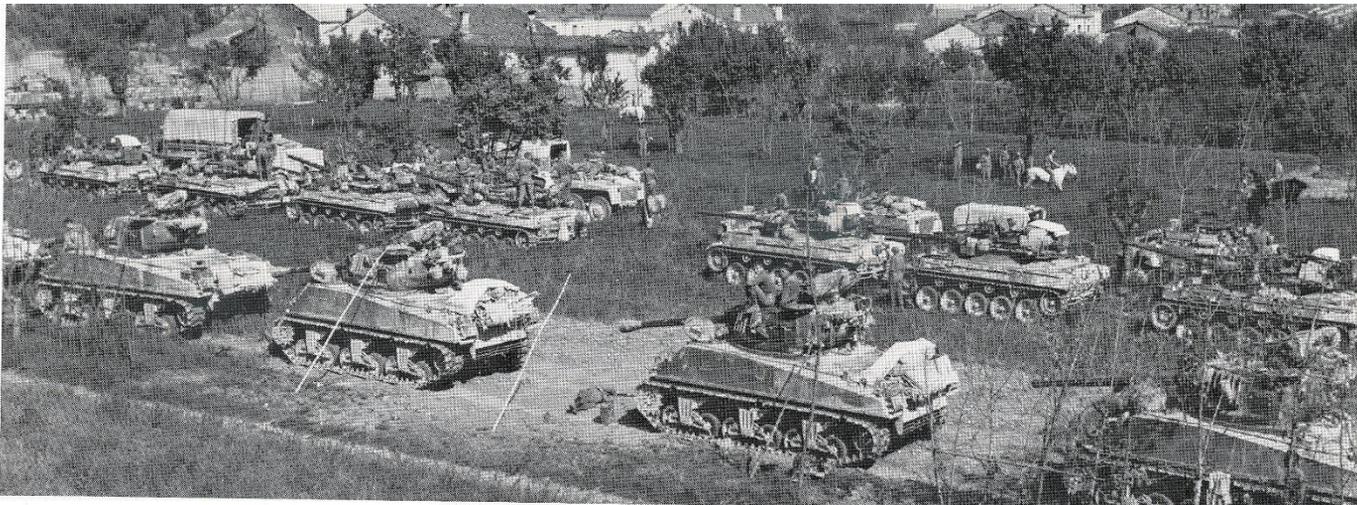
NOTE: Not mentioned in Culver's book is that at least some M4A2 tanks sent to the Soviet Union had 76 mm guns. Photo on the left is from: <http://www.theshermantank.com/lee-and-grant-tanks/soviet-shermans-the-soviet-union-used-and-liked-the-berman/>.



M4A2 76w, late production, with an M1A2 gun.



M4A3 [76 mm] tanks were used in Italy. These photos are from the Culver book.



Vehicles of a tank battalion attached to the 5th Army wait in Bonizzo, Italy for a pontoon bridge to be completed across the Po River, 25 April 1945. The nearest row of vehicles are M4A3 [76mm] tanks; behind them are M18 Hellcat tank destroyers and M20 scout cars. Again, most of the Shermans carry no significant markings.

An M4A3 [76mm] of the 5th Army in the Po River area of Italy, 26 April 1945, provides an excellent view of the standard late model M4A3. This vehicle has an oval loader's hatch in the turret roof. Note the tarpaulin over the stowed items on the engine deck, and the grousers fastened to the side of the turret. The hull stencilling denotes the depot that processed the vehicle after shipment from the U.S. Often, such markings remained on a tank for some time. This is one of the few 76mm Shermans with the muzzle brake to see action. Note the scavenged licence plate attached to the gun travel lock.



Tri-Color Paint Review

TRU-COLOR PAINT

By Bill Winter

Several months ago Jack Mugan kindly gave me a set of Tru-Color paints to try. From their web site:

Tru-Color Paint was formed by Rick Galazzo and Scott Cohen in 2008 in Phoenix, AZ. Both principals have extensive experience with formulating paint on the commercial scale and decided to branch out on their own in the model paint business. With the need for a superb solvent based paint, they reformulated the old Accupaint formulation to flow better and give a more glossy appearance after drying.

There are currently over 600 colors in the product lines with many more to be released each month over the next 18 months. There are 7 separate product lines offered by Tru-Color Paint.

MY REVIEW: What is **unique** about this system (besides the huge variety of colors) is that the paints are acetone-based as opposed to ethanol or glycerol or isopropanol. I tried several colors and found that it **sprays well** diluted 50:50 with its diluent (which smells like acetone/nail polish remover). It was not more resistant to scratches than Tamiya's acrylic paint (which is not very tough at all – at least after it initially dries without drying overnight).

One consideration would be its **toxicity** (e.g., the toxicity of acetone). Acetone is certainly less toxic than mineral spirits (paint thinner) or lacquer; however, it is generally more toxic than ethanol. I don't think that its toxicity (or lack thereof) is NOT a reason NOT to use it. We work with lots of toxic "stuff."

Another consideration is **availability**. Squadron, Sprue Brothers, Red Frog and Mega Hobby do not carry Tru-Color. Blue Ridge Hobbies does sell Tru-Color paints. It is pleasing that these paints are made in the U.S. (the company's business address is in Phoenix). Of note, the new Mission Models' paints are also made in the U.S. (AMPS member Zach Hudson from Orlando swears by the new Mission Models paints). Looking around the web, I think that these paints may be better known in the train/railroad community. The company web site is extremely informative.

Lastly, let's talk about **cost**. A 1 oz bottle (~28 mL) is \$5.69. This is 20 cents per 1 mL. At Squadron, a 23 mL bottle of Tamiya acrylic paint is \$3.40 which is 14.8 cents per mL. Also at Squadron, 17 mL of Vallejo paint is \$3.99 (23.5 cents per 1 mL). The "Model Air" Vallejo paints (ready to spray) are \$2.99 for 17 mL (17.6 cents per 1 mL); however because the other paints are diluted usually 1 to 2 (1 part paint, 1 part diluent), the cost of the Vallejo Model Air paints is really 35.2 cents per mL assuming that all diluents were free (which is really not true). The new Mission Models paint is \$6.99 per oz (~28 mL) or 25 cents per 1 mL.

For the meantime, I will continue to use predominately Tamiya paint as I have (almost) their full line colors. However, if you are looking for a new paint to try (and knowing that you can use the thinner to remove your finger nail polish), why not try 'em. ☺

Bottom left photo is of the 1:48 scale M4 that I painted with olive drab.



TCP-082:
Rich
Oxide
Brown



TCP-083:
Lehigh
Valley
Cornell
Red



TCP-084:
Maersk-
Sealand
Blue



TCP-085:
Gold



TCP-088:
Engine
Maroon



TCP-089:
Light
Imitation
Gold



TCP-090:
Vermont
Red



TCP-091:
U.S.
Army
Green

Show and Tell . . . Part 1 .



1/48 Monogram P-39 Airacobra



1/35 IDF M50 (Italeri M4A1 Sherman)



1/72 Italeri F-4B Phantom II



1/72 Trumpeter F-100C Super Sabre



1/72 Attack Hobby Granit Ambulance



Who was looking for this?

Show and Tell . . . Part 2 .



1/25 Snap Humvee Gravedigger



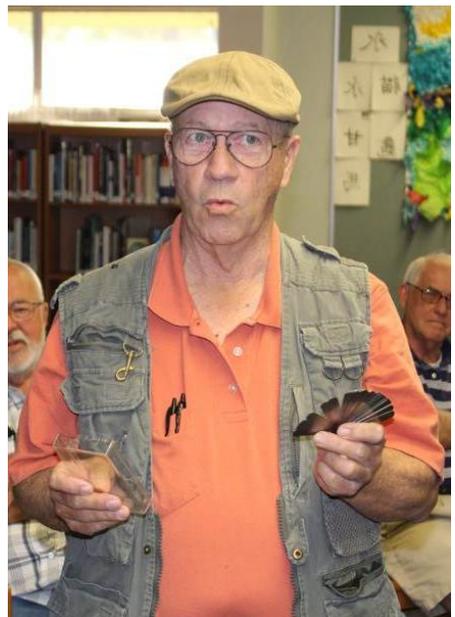
Revell DragNut



1/25 '37 Ford Pickup Truck



1/25 Revell Ford F-150



Chuck Explaining His New Fine Tooth Saws

Show and Tell . . . Part 3



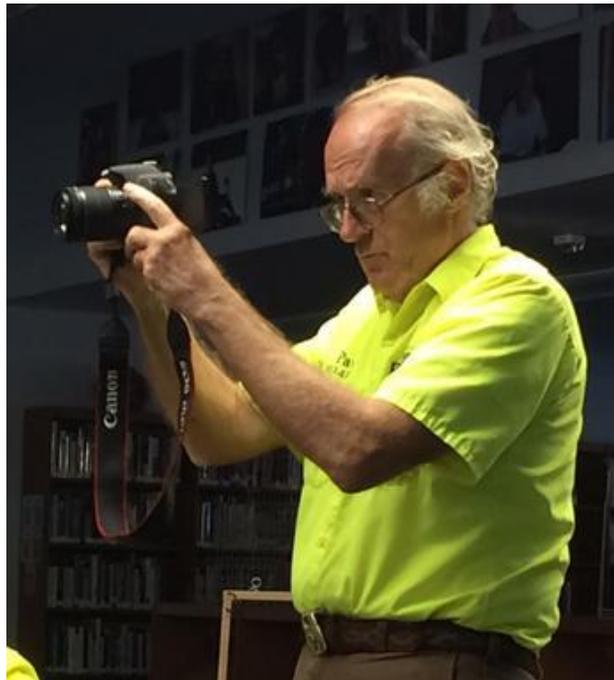
Display Table



More Displays!!!!



*Pictured below is Paul Bennett who serves as the Club Photographer.
Thanks Paul!*



Faces in the Crowd

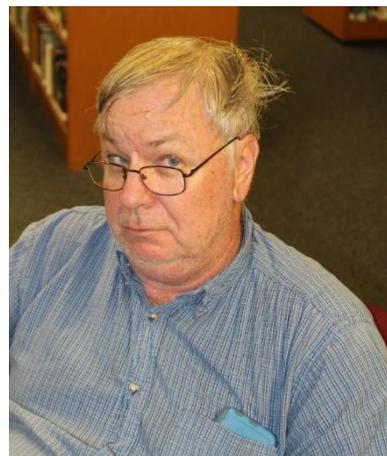
Members at the Last meeting



AJ Kwan



Bill Winter



Bob Lundeen



Brian Cormack



Bruce Doyle



Dan Contento



Ed Ingersoll



Don Martin



Errol Whisler

Faces in the Crowd

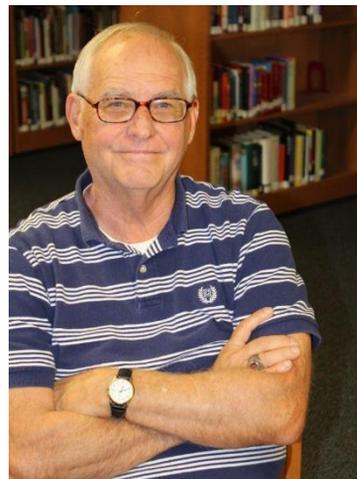
Members at the Last meeting



Jack Mugan



Frank Aherns Working?



Don Billups



Chuck Lassiter



Doug Spinney & Tina



Tony Ivone



Tracy Palmer

Frank Ahern, – Secretary – Newsletter Editor ahernf@gmail.com
Home: (352) 375-3723; Cell: (352) 226-6785

If you have a modeling tip you would like to share with your fellow modelers, please send us a copy so we can put it in the newsletter.

We need articles for the Newsletter and the Web Site!

If you just opened up that new kit and want to give a box or build review, write it up and we'll put it in the newsletter and put it on the Web Site. Just read a good book, tell us about it! Got a great tip, share it with your fellow club members. This is your Newsletter and your Web Site and they're only going to be as good as YOU make them so contribute something to the cause. Don't be afraid to ask for assistance if you have something you want to share, we'll be happy to assist you in making it happen!

Don't forget to support your local hobby shop.

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Ocala, FL 34474 www.robshobbyworld@MSN.com Mon.-Fri.: 10 AM to
5:30PM
Sat.: 9AM to 4PM
Sun: Close

Please check out WWW.IPMSUSA.ORG for the latest information from IPMS National Headquarters and for information about joining IPMS.

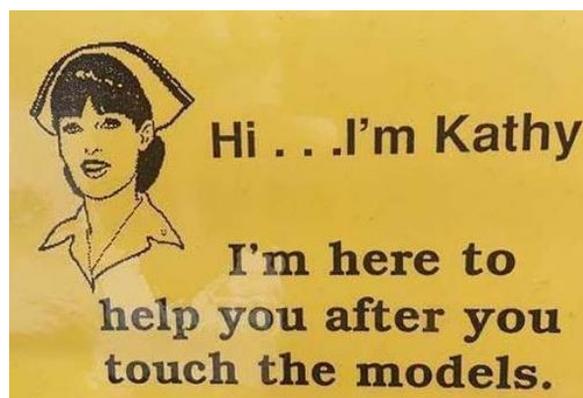
Please use one of the links below or go to the IPMS Membership page for more information about joining IPMS USA.

http://www.ipmsusa3.org/uploads/ipms_application_form_2016.pdf

<http://www.shopipmsusa.org/product-p/adult-membership.htm>

<http://www.shopipmsusa.org/product-p/family-membership.htm>

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IPMS/USA Region 11/Gator Modelers' Calendar

2018

June 9	SCOTTCON 2018, Robins AFB, Georgia
June 15	Squadron's Eagle Quest, Grapevine Tx
June 16	Polk's Area Model Society PAMscon, Lakeland
June 23	AMPS/IPMS, Columbia, South Carolina
August 1	IPMS/USA National Convention 2018, Phoenix, Arizona
Sept 15-16	Modelpalooza, Orlando



For more Information

Email - president@polkareamodelsociety.com

Web Site—www.polkareamodelsociety.com

Location

Lake Gibson United Methodist Church
421 Platt Lakeland, FL 33809

IPMS Membership



International Plastic Modelers' Society/USA Membership Application / Renewal Form

is of great importance, both at the local level (IPMS Gators) and at national level. The Club officers strongly recommend joining IPMS as an individual which provides yearly six issues of the IPMS Journal (which is better than ever) and the opportunity to participate at the IPMS National Convention .

A copy of the membership application is on the right or available at the IPMS / USA website address, www.ipmsusa.org. Complete the form and return it to the address listed at the bottom of the form along with your method of payment.

New Renewal IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 _____ Date of Birth: _____

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

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Check Check #: _____ Amount: _____

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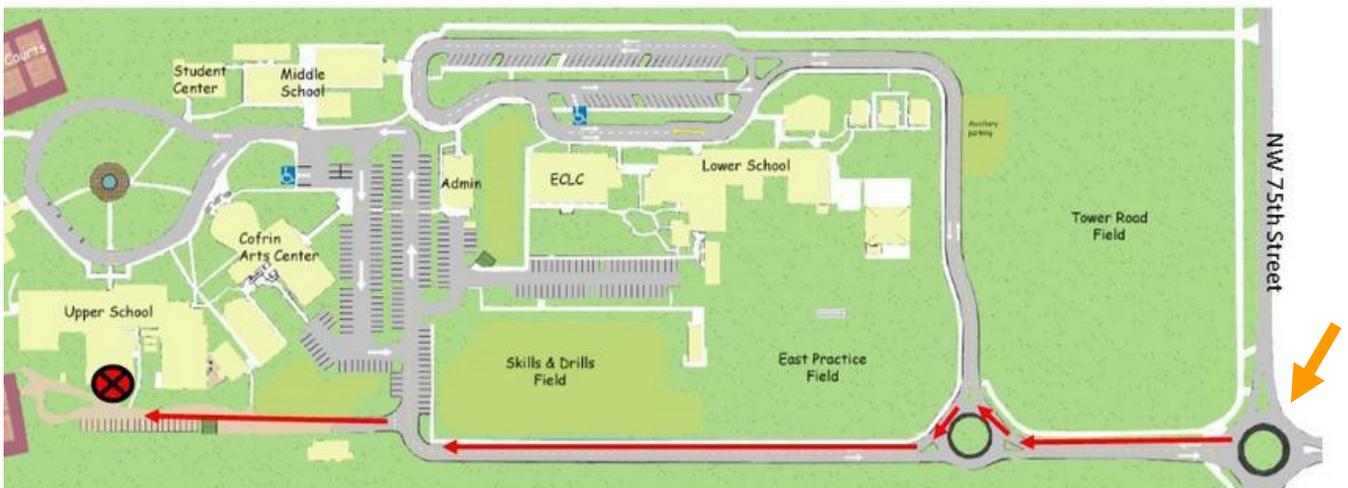
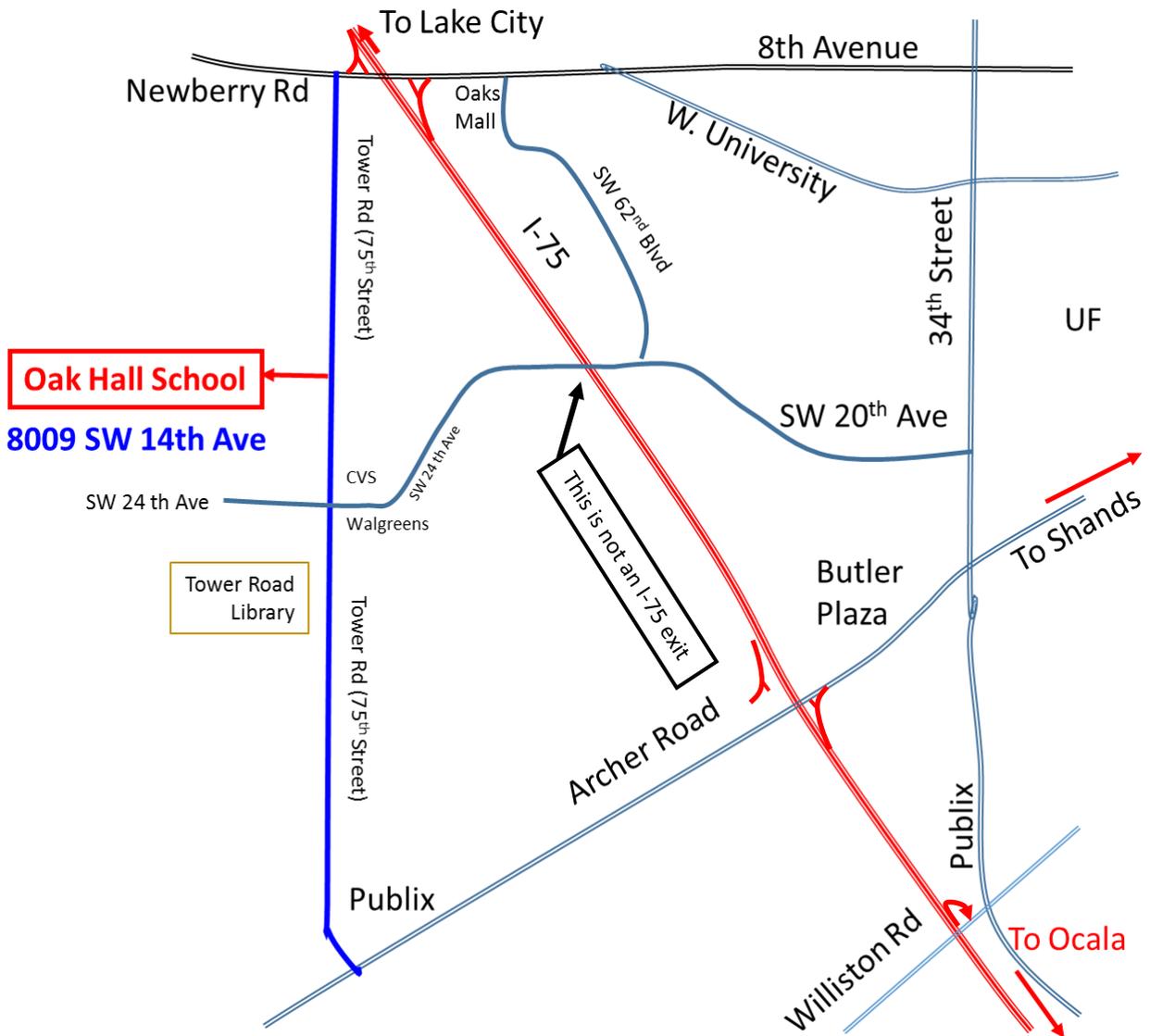
City: _____ State: _____

Zip Code: _____

Applications should be printed and mailed to: IPMS/USA, PO Box 56023, St. Petersburg, FL 33732-6023.

For folks renewing on-line: <http://www.shopipmsusa.org/category-s/100.htm>₃₄

How to get to the meeting



Note: There is a new entrance to Oak Hall School south of the previous entrance that we used. This entrance is off of a roundel on NW 75th Street (a.k.a. – Tower Road).



www.gatormodelers.org

Wild Paint

By Jack Muga



NEXT MEETING: TUESDAY, MAY 15, 2018!